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ARMY review
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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		25X1	
COUNTRY Hungary		DATE DISTRIBUTED 3 May 57	
SUBJECT Organization and Equipment of Mechanized Excavation Enterprise/Lock, Irrigation Canals and River Installations on Eastern Canal		NO. OF PAGES 4	
		NO. OF ENCLS.	
		SUPPLEMENT TO REPORT # 25X1	
THIS IS UNEVALUATED INFORMATION			
25X1			
<p><u>This report is the result of a joint collection effort of the Air Force, the Army and CIA, and is disseminated in accordance with the provisions of NSCID No 7.</u></p> <p>1. [REDACTED] 25X1</p> <p>2. The Mechanized Excavation Enterprise was under the Ministry of Construction Projects. It employed 1600 people, of whom 150 were engineers and technicians and 150 administrative personnel. The director in 1956 was Aladar Toth, retired AVH Colonel [REDACTED] 25X1 The assistant director and chief engineer was Gyorgy Vaszilievich Somjen, engineer [REDACTED] 25X1 The Enterprise had the following branches: 25X1</p> <p>a. Production, whose chief, Istvan Muskovszki, engineer [REDACTED] 25X1 [REDACTED] 25X1</p> <p>b. Labor affairs</p> <p>c. Technological</p> <p>d. Planning</p> <p>e. Machinery</p> <p>f. Material procurement</p> <p>g. Transportation</p> <p>h. Personnel</p> <p>i. Finance</p> <p>j. Bookkeeping</p> <p>k. Heavy machines</p> <p>USAF review completed.</p>			
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3. The equipment of the Mechanized Excavation Enterprise in 1956 was as follows:

a. Excavators

20 pieces ES, Diesel, Soviet, 100 HP stalinec motor, hydraulic operated, scoop capacity 0.5 cubic meter

Four pieces Fiorentini, Diesel, Italian, 50-60 HP, scoop capacity 0.35 cubic meter

Two pieces EM, Diesel, Soviet, 100 HP, mechanically operated, scoop capacity 0.5 cubic meter

Four pieces Orenstein and Koppel, Diesel, German, 100 HP, scoop capacity 0.75 cubic meter. They were in good condition, manufactured after World War II.

Two pieces Menck-Hambrock, Diesel, German, 120 HP, Scoop capacity 1.00 cubic meter, manufactured before World War II, bad condition.

Six pieces Menck-Skoda, Diesel, Czech, 120 HP, scoop capacity 1.00 cubic meter, manufactured in 1954-55, consumes 12-13 kilograms of Diesel oil per hour.

One piece Lorain, American, 26 years old.

b. Scrapers

10 pieces MAVAG, Hungarian, scoop capacity six cubic meters, drawn by a Stalinec Diesel tractor, Soviet, 100 HP, 10 kilograms Diesel oil consumption per hour, can transfer 8-10 cubic meters dirt 300-500 meters distance per hour.

14 pieces Stalinec bulldozer, Diesel, Soviet, 100 HP, can transfer 50 cubic meters dirt 20 meters distance per hour.

c. Ditch diggers

Two pieces ET-252, Diesel, Soviet, 80 HP, excavating capacity 25 cubic meters per hour, digging capacity 70-110 centimeters wide and 350 centimeters deep.

Two pieces ET-352, petroleum operated, Soviet, 80 HP, excavating capacity 25 cubic meters per hour, digging capacity 70-110 centimeters wide and 350 centimeters deep.

Two pieces Barber-Green, Diesel, English, 60 HP, excavating capacity 16 cubic meters per hour, digging capacity 60-90 centimeters wide and 250 centimeters deep.

One piece Buckau Wolf, Diesel, German, 120-150 HP, excavating capacity 50-60 cubic meters per hour, digging capacity 120-130 centimeters wide and 350 centimeters deep.

d. Trucks

120 pieces dump trucks, five tons, manufactured by the Voros Csillag factory in Budapest with a Csepel motor.

25 pieces Austrofiat dump trucks, Austrian, five tons.

4. Replacement parts for the heavy equipment was not available. The broken parts were redrawn and then manufactured by a Hungarian factory, which resulted in deadlining equipment for at least four to five months. The Hungarian manufactured parts were of poor quality and of short life.

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5. In 1950 a new river bed construction project was started on the Eastern Canal, about four kilometers northeast of Tiszalok, and was completed in 1954. The river projects consisted of a reinforced concrete lock for a barge with a capacity of one thousand tons, a dam and a power plant with three turbines and a capacity of 15 thousand kilowatts per hour. About one kilometer northeast of these river projects, at the place where the Eastern Canal starts, the so-called Tiszavasvar lock was completed in 1954. Tiszavasvar was originally called Budszentmihaly (47 58 N - 21 21 E). The lock regulates the water quantity in the Eastern Canal and raises or lowers the water for barges having a capacity of one thousand tons. [redacted] a sketch showing the Tiszalok Lock and the Tiszalok River Installations - CONFIDENTIAL.
6. The Eastern Canal, located between the Tisza River at Tiszalok (48 01 N - 21 23 E) and the Berettyo River at Berettyoujfalo (47 13 N - 21 32 E) is approximately 110 kilometers long, 32 meters wide (20 meters wide at the bottom) and 46 meters deep. It will irrigate the rice fields and was still under construction in 1956. [redacted] sketch showing Eastern Canal, three irrigation canals, and the arch-type bridge constructed to cross the canal - CONFIDENTIAL.
7. Construction plans call for 25 bridges, numbered from one to 25, to carry the roads across the Eastern Canal. Nine bridges, of the reinforced concrete arch type, had been completed by 1954. The bridges were 60 meters long, had a six meter wide roadway and a 60 centimeter wide sidewalk on each side, and had a capacity of 75 tons. The arch and the superstructure are of reinforced concrete for which 270 kilograms of cement per cubic meter were used. They had concrete piers which used 180 kilograms of cement per cubic meter, and a concrete base which used 120 kilograms of cement per cubic meter. The arch was six meters high, and the superstructure 1.20 meters thick. The distance between the superstructure and the bottom of the river was 10 meters.
8. The nine completed bridges were located as follows:
- Bridge No 2 on the road between Tiszavasvar (Budszentmihaly) (47 58 N - 21 21 E) and Nyiregyhaza (47 58 N - 21 43 E).
 - Bridge No 4 on the road between Tiszavasvar and Hajdunanas (47 50 N - 21 25 E).
 - Bridge No 7 on the road between Polgar (47 52 N - 21 06 E) and Hajdunanas.
 - Bridge No 11 on the road between Polgar and Hajduboszormeny (47 40 N - 21 29 E).
 - Bridge No 14 on the road between Balmazujvaros (47 36 N - 21 20 E) and Hajduboszormeny.
 - Bridge No 16 on the road between Balmazujvaros and Debrecen (47 31 N - 21 39 E).
 - Bridge No 18 on the road between Tiszafured (47 37 N - 20 45 E) and Debrecen.
 - Bridge No 21 on the road between Nadudvar (47 25 N - 21 10 E) and Hajduszoboszlo (47 26 N - 21 23 E).
 - Bridge No 22 on the road between Puspokladany (47 19 N - 21 07 E) and Hajduszoboszlo. [redacted]

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Eastern Canal, three irrigation canals, and the arch-type bridge constructed to cross the canal - CONFIDENTIAL.

9. The K-VIII irrigation canal was completed in 1955. It connects with the Eastern Canal near Prod /47 43 N - 21 24 E/ and runs in a westerly direction. The canal is 15 kilometers long, six meters wide and two to four meters deep. A reinforced concrete bridge was completed in 1955 over the K-VIII canal connecting the road between Polgar and Hajduboszormeny. The bridge is 10 meters long, has a six meter wide roadway with a 60 centimeter sidewalk on each side, and has a capacity of 60 tons. / sketch showing Eastern Canal, three irrigation canals, and the arch-type bridge constructed to cross the canal - CONFIDENTIAL.

10. The Kadarcs irrigation canal, which runs toward Hajduboszormeny in an easterly direction, was completed in 1955. It connects the Hortobagyi halasto (fish pond) /44 36 N 21 04 E/ with the Eastern Canal and is about 25 kilometers long and four to six meters wide. / sketch showing Eastern Canal, three irrigation canals, and the arch-type bridge constructed to cross the canal - CONFIDENTIAL.

/ are the following:

- a. A sketch showing the Tiszaok Lock and the Tiszaok River Installations - CONFIDENTIAL.
- b. A sketch showing the Eastern Canal, three irrigation canals, and the arch-type bridge constructed to cross the canal - CONFIDENTIAL.

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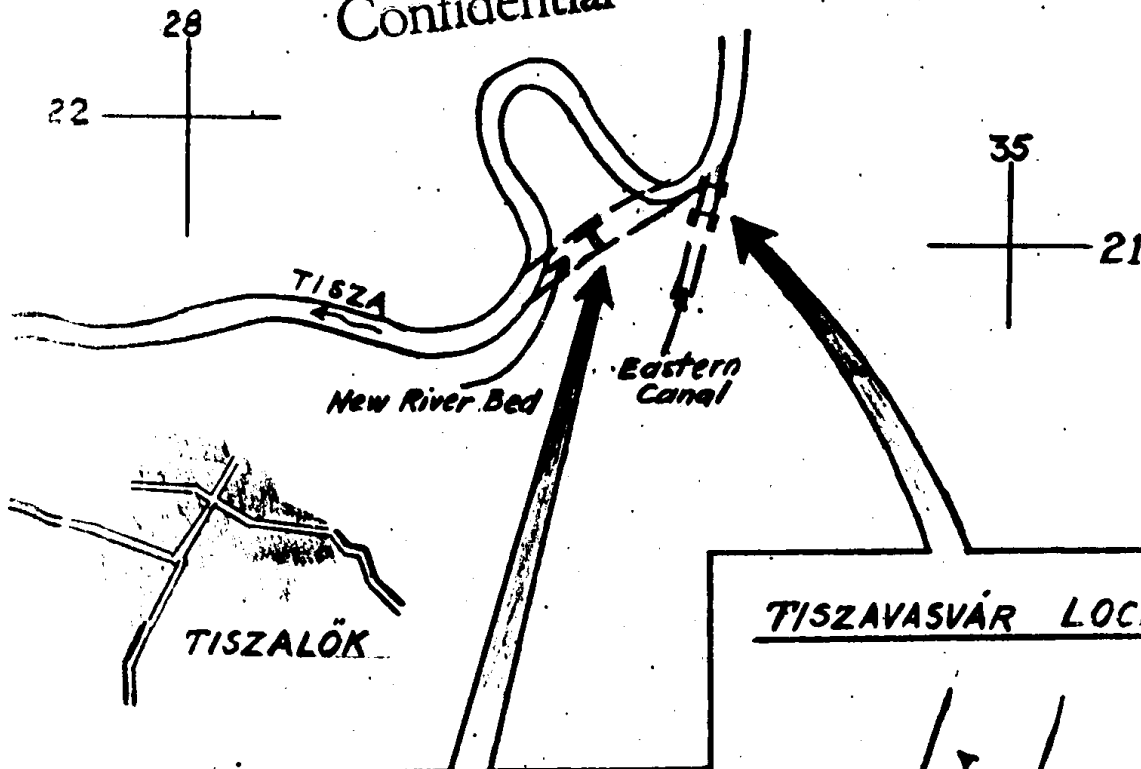
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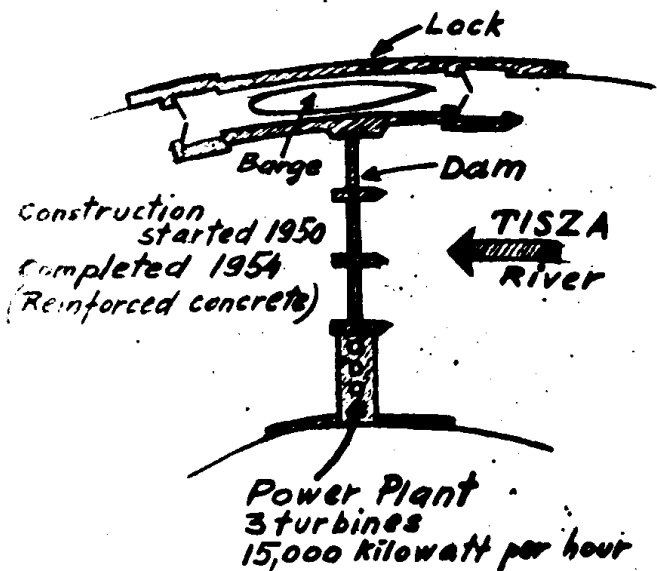
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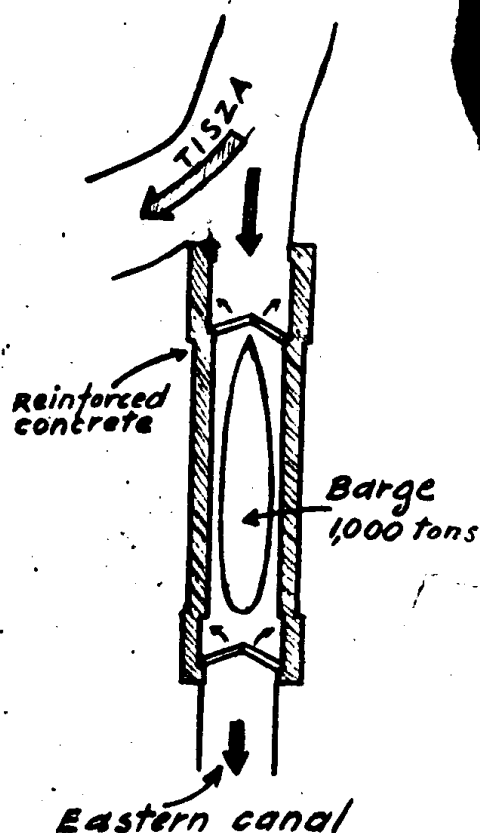
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TISZALÖK RIVER INSTALLATIONS



TISZAVASVÁR LOCK

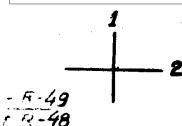


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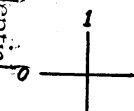
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TISZA River
TISZALÖK

No. 2

Eastern canal

No. 4

No. 7

HAJDUNÁNÁS

Reinforced concrete bridge
10m long, 6m wide roadway
60 cm sidewalk each side
Capacity 75 tons
Bridge and Canal
Completed 1955

No. 11

K-M Canal
for Irrigation

HAJDUBÖSZÖRMÉNY

No. 14

No. 16

Kadarcas Canal
for Irrigation
Constructed 1954-55

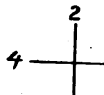
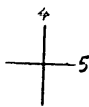
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HAJDUSÉLY T.S.C

No. 21

No. 22



Eastern canal

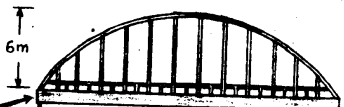
BERETTYO-
UTALU

Berettyo
River

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Arch type bridge

60m



reinforced
concrete
270 kg cement
per m³

concrete
180 kg cement per m³

6m wide roadway
60cm wide sidewalk
capacity 75 tons

1.20m

10m

2m

20m

32m

60m

6m

60cm

capacity 75 tons

reinforced concrete

270 kg cement per m³

concrete 180 kg cement per m³

6m wide roadway

60cm wide sidewalk

capacity 75 tons

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